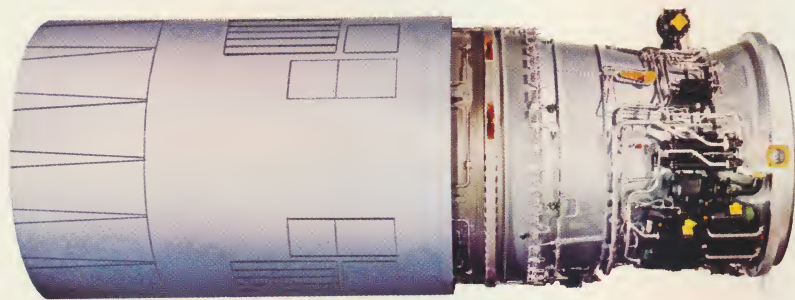


THE PRATT & WHITNEY AIRCRAFT JTF17

SST

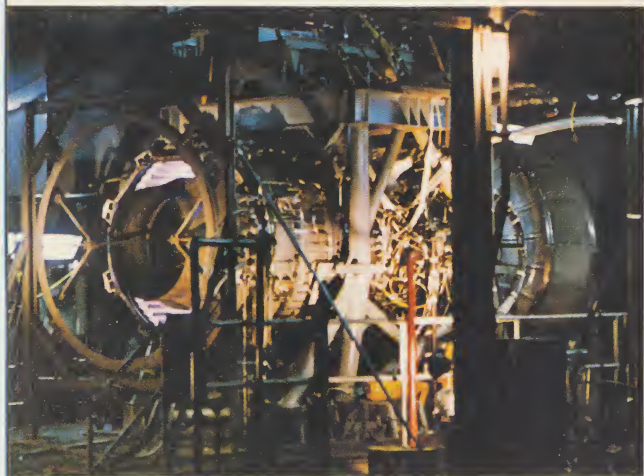
AUGMENTED TURBOFAN ENGINE FOR THE



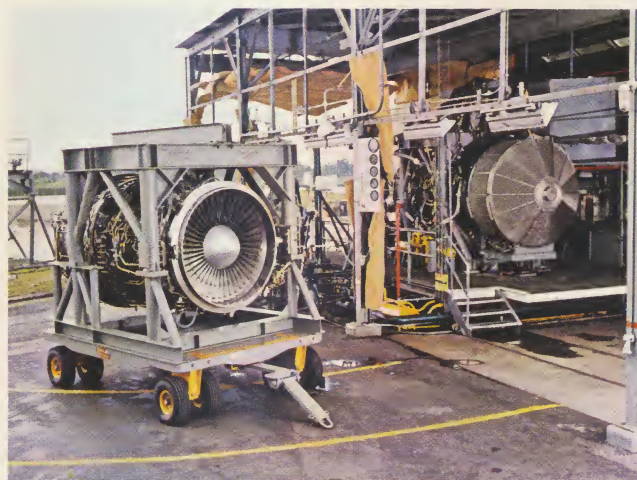
HIGH MACH NUMBER LABORATORY AT FLORIDA
RESEARCH AND DEVELOPMENT CENTER

THE JTF17 engine combines the airline-proven turbofan subsonic performance advantages with our highly efficient demonstrator engine proven ram induction augmentor configuration to produce a powerplant that offers the following advantages to a supersonic transport:

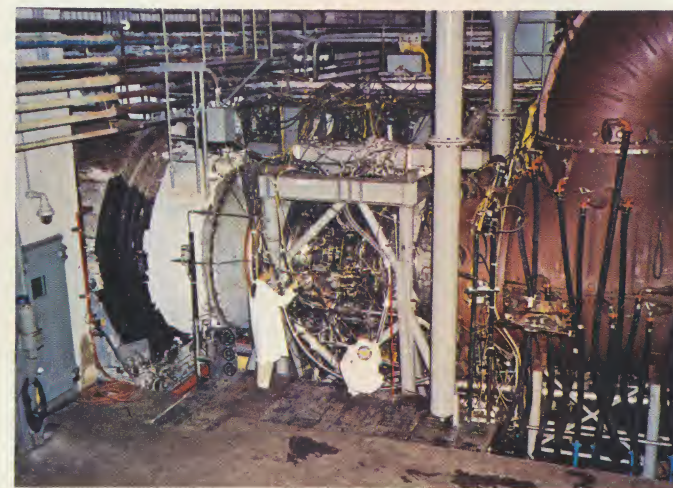
- Lower engine noise levels
- Better payload — range characteristics
- Better non-standard day performance
- Better augmentor durability
- Lower fuel reserves
- Adequate growth potential



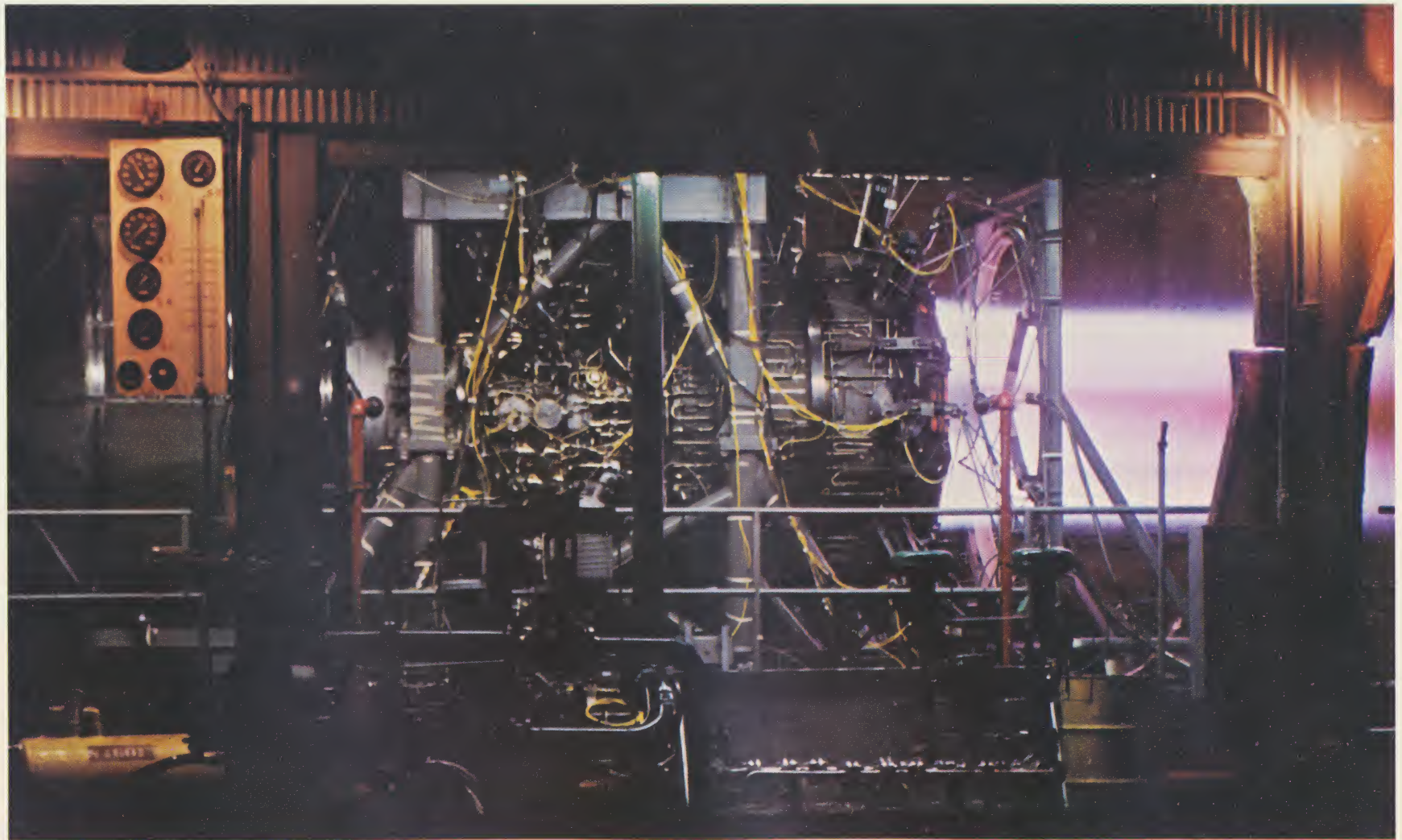
FIRST ENGINE RUN MARCH 31, 1966



SECOND ENGINE RUN JUNE 1966

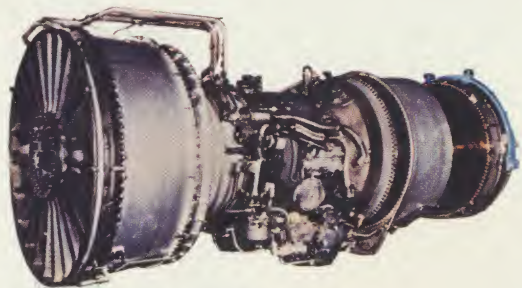


SIMULATED SST SPEED AND ALTITUDE RUN AUGUST 1966

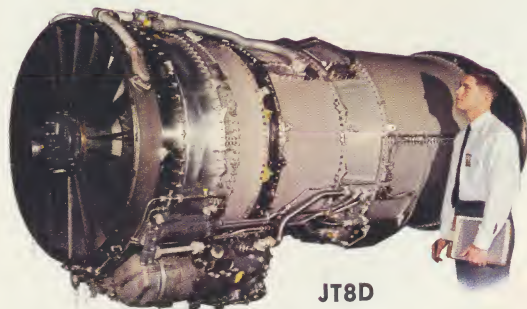


More than 85 hours of full scale testing of the JTF17 engine including:

- Augmentor operation
 - High turbine inlet temperature operation
 - Operation at Mach 2.7 and 65,000 feet simulated SST speed and altitude conditions



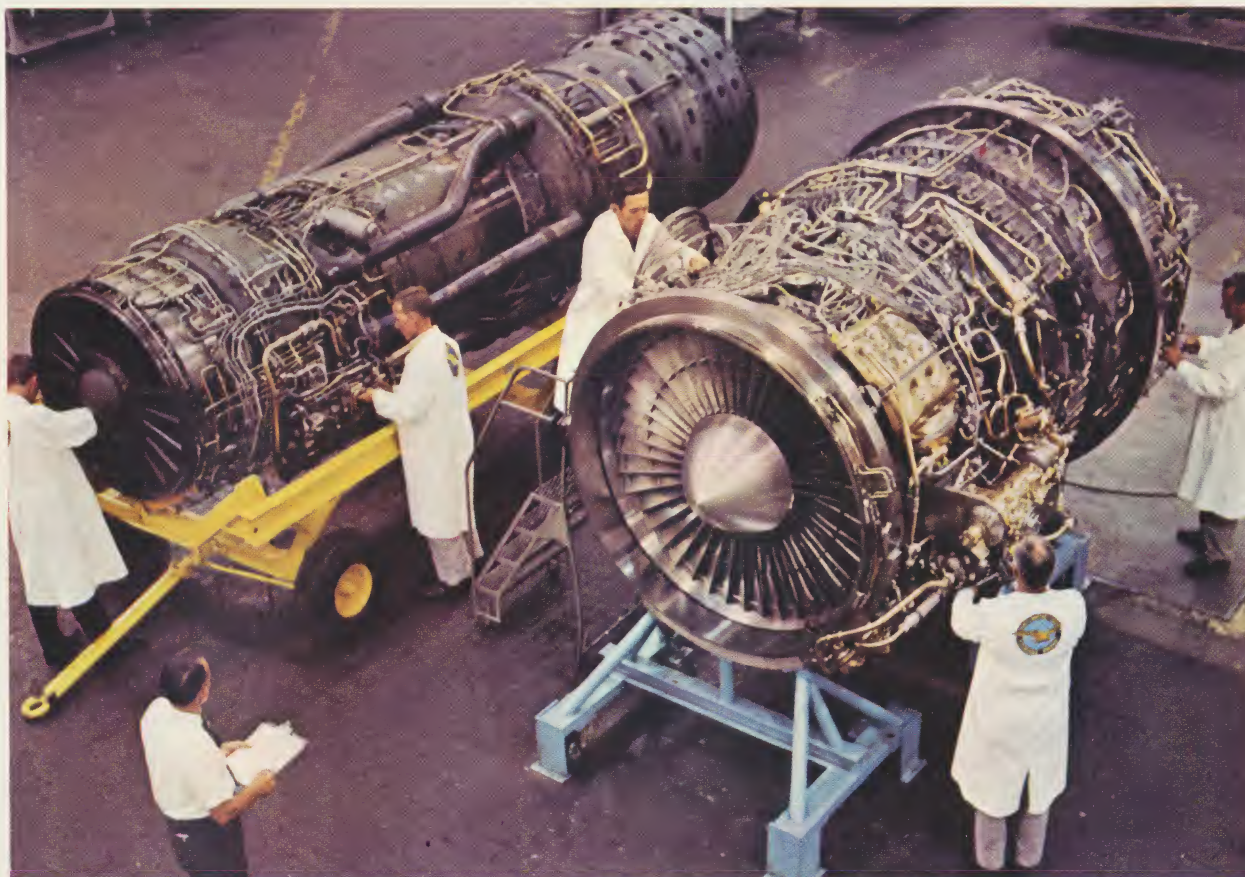
JT3D



JT8D

Pratt & Whitney Aircraft offers the supersonic transport program the benefits derived from a unique combination of thirty-nine years meeting airline transport powerplant requirements and of daily operation with high-turbine-temperature turbine engines that meet the requirements of continuous supersonic cruise aircraft.

Pratt & Whitney Aircraft has 40 million hours of commercial turbine flight experience including 18 million hours of turbofan engine experience.



Pratt & Whitney Aircraft's J58 engine (left) provided the power for the first sustained supersonic cruise aircraft which holds nine world flight records and the JTF17 advanced augmented turbofan (right) for the SST.

Pratt & Whitney Aircraft
FLORIDA RESEARCH AND DEVELOPMENT CENTER

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